

years, and tendering me, a public dinner, as an evidence of their esteem, and a renewal of the social relations which have so long, and happily, existed between us.

I cordially assure you, and those in whose behalf you offer this hospitable civility, that the reunion cannot be more agreeable to them, than it is to myself; and although no demonstration could add to my sense of the kindness and attachment of a Community to whom I am indebted for so many, and repeated favors, I do not feel at liberty to disappoint their wishes, by declining the invitation. The time may be at your convenience, rather than my own, on any day after the ensuing week, which will be occupied by necessary attention to my private affairs.

From Giles Mebane.

A.

Raleigh, [Jan. 18, 1849.,]

Thursday morning.

I introduced your scheme³ for a Rail Road in the Commons and immediately after the bill offered by Mr. Ashe⁴ was introduced with an amendment of Col. Joyner; these last measures have gone through the Commons & await the action of the Senate. It is believed here they will go through. Joyner's amendment will re-establish the Raleigh & Gaston Road. The State takes two millions on the Central road, it runs by Raleigh and Salisbury to Charlotte. An appropriation of forty thousand dollars for the Neuse, & twenty five thousand for *tar* River were added on to the bill to give it more *momentum*. Now if the million of individual stock can be subscribed, all will be well. My colleagues voted against the measure, but Jones has since pronounced a *eulogy* upon it, and opposed Dobbin's plank road because it might injure

³ A bill, drawn by Graham and introduced into the commons by Mebane, provided for the charter of a railroad from Raleigh to Charlotte and conveying to it the state's interest in the Raleigh & Gaston Railroad. It failed in the senate, and heavy pressure was exerted upon the legislature to charter a road from Charlotte to Danville—the "Danville Connection" as it was called—but the East was violently opposed, and Ashe prepared and introduced into the senate a compromise measure, which Mebane introduced in the commons where it was passed. Defeated in the senate, it was reconsidered and passed by the deciding vote of Speaker Calvin Graves, who, as it happened, was fully aware that he was thereby terminating his political career.

⁴ William Shepperd Ashe (1814-1862), of New Hanover, lawyer and planter, a state senator, later a member of congress, 1849-1853, again state senator, 1858, and a delegate to the convention of 1861. He was an eager advocate of internal improvements, and was for some years president of the Wilmington & Weldon Railroad.